

B. E. TAYLOR,
Steward.

Lighters and Steam Launches
Supplied.

LOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY,
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & Co., LIMITED,
General Managers.

NEW SERIES No. 2081. 日二初月二年八十二緒光

TUESDAY, MARCH 11, 1902.

二拜禮 號一十月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND \$,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
per Annum.

TARO HODSUMI,
Manager.
Hongkong, 21st January, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$1,000,000
Silver Reserve \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Hays, Esq.
E. Goetz, Esq.
D. M. Moses, Esq.
A. J. Raymond, Esq.
R. L. Richardson, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.
SHANGHAI—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$500 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shing, Esq.
J. T. Lauts, Esq.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Hankow.
Canton. Tsingtau (Kiautschou).
Tientsin.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 21st December, 1901. [16]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$5,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,758,600

TOTAL \$9,758,600

Head Office: NEW YORK.

Directors:

Samuel D. Babcock. Adrian Iselin Jr.
George F. Baker. James N. Jarvis.
August Belmont. Augustus D. Juilliard.
George S. Bowdoin. Richard A. McCurdy.
Frederic Cromwell. Levi P. Morton.
Walter R. Gillette. Walter G. Oakman.
E. H. Harriman. Alexander E. Orr.
G. G. Haven. Henry H. Rogers.
R. Somers Hayes. H. McK. Twombly.
Charles R. Henderson. F. W. Vanderbilt.
Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.
Henry A. Murray, 3rd Vice President.
Wm. C. Edwards, Treasurer.
F. C. Harriman, Assistant Treasurer.

London Committee:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
R. C. Wyse, Manager.

LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEXUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED.

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 1/2 "

G. EVANS,
Acting Manager.
Hongkong, 3rd March, 1902. [12]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. SHANGHAI.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 1/2 per Annum Fixed Deposits for 3 months.

" 2 " " 6 "

" 3 " " 12 "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
" 6 " " 3 1/2 "
" 3 " " 3 "
" 1 " " 2 1/2 "
T. H. WHITEHEAD,
Manager.
Hongkong, 9th July, 1901. [11]

Intimations.

BOVRIL ISN'T DEAR.

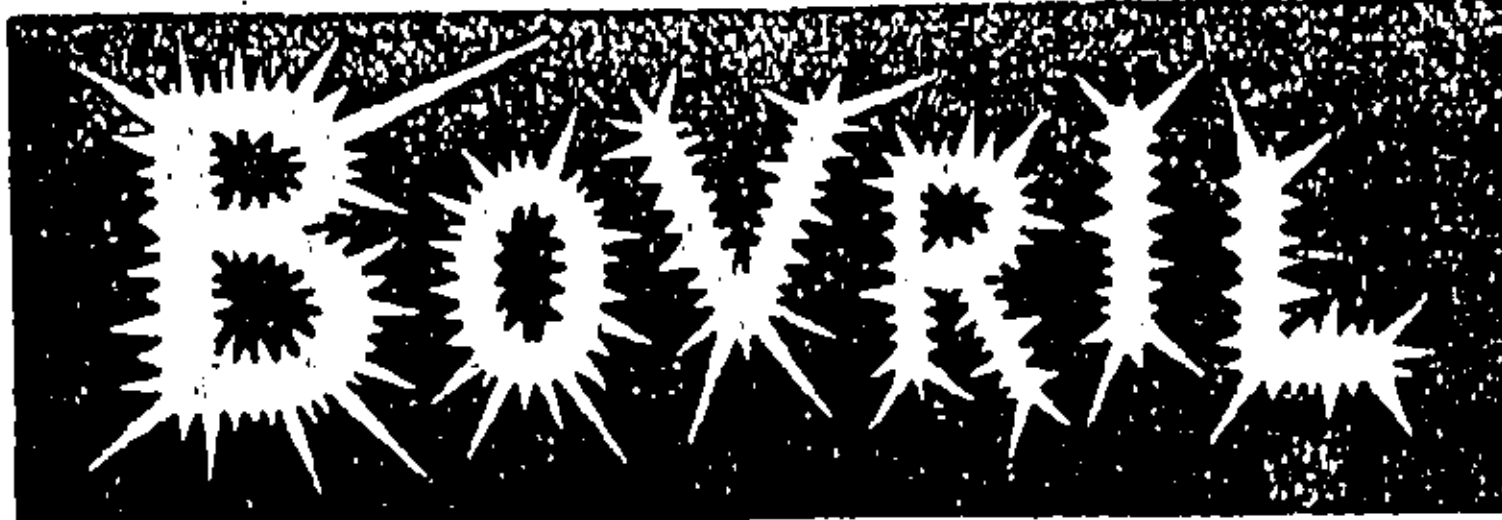
In fact, value for value, it is one of the cheapest
drinks and one of the most economical foods
that can be obtained. A cup of hot Bovril
costs less than a drink of whisky, and while
giving a more genuine and lasting warmth
than the latter, contains, in addition, the
nutritive principles of beef worth many times
its cost.

Old fashioned beef teas and meat extracts,
whether known as such, or disguised under
more pretentious modern names contain none
of the NUTRITIVE properties of beef. Baron
Liebig himself admitted this fact; there is not
a doctor to-day disputes it. Used as a nourish-
ment Meat Extract is probably the most
expensive article one can buy. Bovril one of
the cheapest.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part
in South Africa that it forms no inconsiderable
feature of the story. The "Lancet" has had
frequent references to Bovril in the reports of
the officers of the Royal Army Medical Corps.
Nearly every newspaper correspondent has
had to refer to Bovril to make his story com-
plete. Rudyard Kipling and Boden-Powell
have written their Bovril stories. Over 500
British hospitals and similar public institutions
use and prescribe Bovril, not beef tea, but
Bovril.

The reason is not far to seek. Bovril is a
nourisher as well as a stimulant. It contains
the albumen and fibrine, the sustaining prop-
erties of the beef. It is this fact, together with
its absolute purity, that commends Bovril to
physicians and scientists, and proves in practice
what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT—THOMAS SKI, NER.
SUPERINTENDENT—ARCHIBALD MITCHELL.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yumokibara and other
Coals.
N. INUZUKA, Manager, Hongkong.

D.C.L.

OLD TOM AND DRY GINS.

THE BEST VALUE ON THE
MARKET.

\$7.50 PER DOZEN.

SOLE AGENTS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 27th February, 1902

[952c]

V.O.S.

VERY OLD SCOTCH,
OLD VATTED WHISKY.



Telephone
No. 75.

A Blend of the Finest Whiskies produced in the
Highlands. Thoroughly matured and has no rival in
the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS

15, Queen's Road.

Hongkong, 27th February, 1902.

[12]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

YOKOHAMA Candia J. D. Andrews, R.N.R., Noon, 12th March. Freight only.

LONDON, &c. Dallarad R. A. Peters Noon, 15th March. Freight or Passage.

SHANGHAI Malta C. L. W. Feild About 16th March. Freight or Passage.

LONDON Bombay H. S. Bradshaw Noon, 17th March. Freight or Passage.

SHANGHAI Nankin C. J. Benton, R.N.R. About 20th March. Freight only.

* (See Special Advertisement). † Via SHANGHAI, MOJI, and KOBE.

‡ (Passing through the Inland Sea).

PASSENGER SEASON 1902.

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSITMENT.

S.S. "ORIENTAL" 5,284 Tons 29th March.

S.S. "MALTA" 6,064 Tons 12th April.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 11th March, 1902. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

* KLAUTSCHOU WEDNESDAY, 19th March.

* BAYERN WEDNESDAY, 2nd April.

* STUTTGART WEDNESDAY, 16th April.

* KONIG ALBERT WEDNESDAY, 30th April.

* PRINZESS IRENE WEDNESDAY, 14th May.

* PRINZ HEINRICH WEDNESDAY, 28th May.

* PREUSSEN THURSDAY, 18th June.

* HAMBURG THURSDAY, 10th July.

* SACHSEN THURSDAY, 24th July.

* KLAUTSCHOU THURSDAY, 7th August.

* BAYERN THURSDAY, 21st August.

* STUTTGART THURSDAY, 21st August.

* Calling at AMSTERDAM. † Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 19th day of March, 1902, at NOON, the Steamship

"KLAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Lunschloss, with

MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th instant, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 18th instant, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 18th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [16]

Hongkong, 5th March, 1902.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

GO TO THE KOWLOON HOTEL,

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902. [17]

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most
reasonable rates.
Hubbuck's Paints and Oils. Hubbuck's Turpentine.
Star Oil. Price's Compound Engine Oil.
Clyde's Cylinder Oil.
"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.
"American" Valvoline.
Sootblowers for Topides, &c., &c. Boot-topping in two shades.
Baxters All Long flax Canvases (the best in the market).
Gorrock All Long flax Canvases and Grass Bl-sched Canvases.
Woodberry Canvases and Duck.
Ship Upholstery a specialty, attended to by experienced European Assistants. Any
kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [132c]

Intimations.

The Old
Familiar Beverage
**STONE GINGER
BEER,**
VCEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

**WATKINS,
LIMITED,**
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 88, Queen's Road Central, Hongkong,
FACTORY—Mason's Lane,
WAI KIN TAI YEUK FONG.

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 10th February, 1902. [714c]

**HONGKONG SUBSCRIPTION
LIBRARY.**

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, ESQ., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODD WELL, ESQ.,
R. SHEWAN, ESQ.

SUBSCRIPTIONS—Payable in Advance.
\$7.50.....Per Half Year.
\$4.00.....Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [4113c]

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [774c]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [710c]

WILLIAM POWELL, Ltd.

WILL HOLD A
GREAT SALE
FROM

WEDNESDAY, March 12th, to FRIDAY, 21st.

ASTOUNDING BARGAINS.

OUR PRICES FOR 10 DAYS WILL
ASTONISH ALL.

NOTICE.—Reductions will be made on all goods throughout the store
not already marked sale price.

IMPORTANT.—Absolutely no goods purchased during the sale can be
exchanged or returned, nor can any allowance be made after
goods have once left the store.

B. G. HECKFORD,
Manager. [559c]

Hongkong, 7th March, 1902.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.
[935c]

Hongkong, 28th January, 1902.

Today's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**
AN IMMENSE SUCCESS CREATED
BY THE PREMIERS.
HARRY COGILL AND JACK SUTTON'S
ENTERTAINERS.

ON
SATURDAY and MONDAY EVENINGS,
IN

CHARLES HOYT'S
INTENSELY AMUSING—MUSICAL
COMEDY.

IN THREE ACTS,
"A TRIP TO CHINATOWN."

A complete success from the rise to the fall of
the curtain.

TO-NIGHT!
"A TRIP TO
CHINATOWN."

IN ACTIVE PREPARATION,
ANOTHER OF HOYT'S SUCCESSSES.

"A STRANGER
IN NEW YORK."

Doors Open 8.30. Commence 9 P.M.

PRICES\$3, \$2 & \$1.

Box Plans at THE ROBINSON PIANO CO.,
LIMITED. No Extra.

Hongkong, 11th March, 1902. [309d]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions from Mr. YOUNG
CHIEK HIN to Sell by
PUBLIC AUCTION,

WEDNESDAY, the 19th March, at 3 P.M.,
At their Sales Rooms, No. 29,
Des Vieux Road,
IN TWO LOTS.

It not previously sold by Private Contract.

THE VERY VALUABLE
LEASEHOLD PROPERTY.

LOT 1.—Being a portion of the Reclamation
of Marine Lot No. 18 being 80 feet deep and
having a frontage to the New Quay or Com-
maught Road of 46 feet, 6 inches and a width
at the South end of 43 feet, 6 inches situated
at the Western end of the Reclamation and
any Reclamation rights of the Vendors (except
the wharf rights which the Vendors retain but
so that the stem of the wharf shall not be
constructed in front of the premises sold) subject
to the payment of the rent and the per-
formance of the covenants and conditions to
be reserved and contained in the Possessory
Agreement and in the Crown Lease of the
premises when granted.

Total area of Section A of Marine Lot 18—
being 3,600 square feet.

LOT 2.—All that piece or parcel of ground
together with Building thereon situate in the
LAN KWAI FONG, in the Colony of Hongkong,
containing in the whole an area of 661 square
feet or thereabouts and registered in the Land
Office as Inland Lot No. 993 abutting on the
North West side thereof on LAM KWAI FONG
and measuring thereon 14 feet, 3 inches on the
South East side thereof on Inland Lots No.
1,006 and No. 1,007 and measuring thereon 14
feet, 5 inches on the North East side thereof on
Inland Lot No. 1,007 and measuring thereon 14
feet, 0 inch and on the South West side
thereof on Inland Lot No. 992 and measuring
thereon 45 feet, 9 inches which said piece or
parcel of ground hereby expressed to be
demised contains in the whole 661 square feet
for 999 years from 20th June, 1843.

Annual Crown Rent \$3.00.

For further Particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th March, 1902. [679d]

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, MARCH 11, 1902.

NOTES AND COMMENTS.

Roads and Streets.

The question of roads and streets is one
which requires very careful consideration
in every growing or new settlement. Here
in Hongkong we have seen how detrimental
to the general welfare of the people is a
niggardly provision of road and street space
in the first instance, for the narrow streets
and lanes of the Colony, although no doubt
quite wide enough in the early days of
little traffic and one storey houses, are now
quite inadequate to accommodate the in-
creased traffic and have spoilt many parts
of the town from a sanitary point of view
when "sky-scrapers" buildings have been
run up upon them. Narrow streets and
lands prevent that best of all disinfectants,
the sunshine, from penetrating into the
dark alleys and courts, render the
houses dark and damp and prevent the
free circulation of air.

Had our streets been laid out in the first
instance of a reasonable width, much of the
present overcrowding and congestion would
have been avoided. Take, for instance
Queen's Road. The only portion of this
thoroughfare really adequate to the traffic of
the present day is that from the City Hall
to Arsenal Street, which has been widened
by the absorption of Naval and Military
lands. The remaining portions of this
street, extending east and west, are sadly
in need of widening, but as the property on
either side is privately owned the cost of
resuming sufficient to widen the street would
be prohibitive. In consequence of the short-
sightedness on the part of those who origi-
nally laid out the town we have a main street
down which a tramway could never be laid,
for there would not be room for it with-
out upsetting the whole of the present
traffic.

One would have such imagined that such
an object lesson as this would have led the
Authorities to have avoided similar mis-
takes on the Kowloon side, but apparently
they have failed to profit by experience, and
are laying out narrow roads and streets which,
at the present rate of expansion of the
Colony, will in a very few years become
inadequate to the demands of the traffic.

Take for instance the road running from
Hungnam to Kowloon City. Just beyond

Hungnam, rows of shops are in course of
erection on either side, the road is narrow,
and any widening of it which is deemed
desirable at some future date will be most
expensive—probably prohibitive—as it would
necessitate the resumption of privately owned
lands. In this connection of course the bug-
bear of expense immediately crops up. We
shall be told that the Colony cannot afford to
lay out broad roads everywhere. True, the
cost would be great, but why should the whole
width of the road be laid out in the first
instance? So far as we can see it would be
quite feasible to reserve a broad road space,
lay out a narrow road, adequate to pre-
sent requirements, down the middle of it
and let the sides remain in turf. Then, as oc-
casion demanded, the road could be widened
and we should be saved the inconveniences
arising from the present shortsighted policy
of the authorities.

Another question that presents itself is the
public utility of the new road to Tai-po-hu.
We do not for a moment question the wis-
dom of laying out this road, for it is un-
doubtedly exceedingly valuable from a strate-
gic point of view, but the fact remains that
the Chinese make little or no use of it. Take
a walk along it any day and directly Yau-ma-
ti is passed hardly a person will be met,
except in the vicinity of the villages, the
whole way to Tai-po-hu. There is no real
traffic on the road itself. All the garden pro-
duce, fowls and fish sent to market from the
other side of the range is carried in over
the passes. To remedy this state of affairs
should not be difficult. The farmers and
squatters in the New Territory are nearly all
possessed of bullocks or buffaloes and we
believe that were they shown the advantage
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Special to the "Hongkong Telegraph."

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A FUTILE DISCUSSION.

(From Our Own Correspondent.)

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Intimation.

**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

We take this opportunity to state
that our

**AERATED
WATERS**

are made solely with the water pro-
cured from the Government Tytam

Reservoir and specially filtered in our

large storage filters on the best

scientific principles.

Our Aerated Waters are thus Absol-
utely pure and consumers of them

may feel themselves quite secure

against contracting cholera by liquid

agency, which it is comparatively

easy to do by drinking impure water.

A. S. WATSON & CO. LIMITED.

Aerated Water Manufacturers,
The Hongkong Dispensary.

MARRIAGE.

At Daves Platz, Switzerland, Jan. 10th,
ERNEST ROSEBY, (Captain Imp. Yeo and 4th
R. Irish Rifles) to MINNIE EDITH, elder
daughter of the late John Crockett, of China.

DEATH.

On 3rd Feb., at Helwan, Cairo, aged 38
years, CHARLES DAVID HARVEY, of Sarawak,
Borneo, fourth son of the late John Harvey,
of Singapore and of Mayfield, Shooters Hill,
Kent.

At Botley, Hants, Jan. 24th, WILLIAM, son
of W. Poate, of Hongkong, aged 14.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 11, 1902.

NOTES AND COMMENTS.

Roads and Streets.

The question of roads and streets is one
which requires very careful consideration
in every growing or new settlement. Here
in Hongkong we have seen how detrimental
to the general welfare of the people is a
niggardly provision of road and street space
in the first instance, for the narrow streets
and lanes of the Colony, although no doubt
quite wide enough in the early days of
little traffic and one storey houses, are now
quite inadequate to accommodate the in-
creased traffic and have spoilt many parts
of the town from a sanitary point of view
when "sky-scrapers" buildings have been
run up upon them. Narrow streets and
lands prevent that best of all disinfectants,
the sunshine, from penetrating into the
dark alleys and courts, render the
houses dark and damp and prevent the
free circulation of air.

Had our streets been laid out in the first
instance of a reasonable width, much of the
present overcrowding and congestion would
have been avoided. Take, for instance
Queen's Road. The only portion of this
thoroughfare really adequate to the traffic of
the present day is that from the City Hall
to Arsenal Street, which has been widened
by the absorption of Naval and Military
lands. The remaining portions of this
street, extending east and west, are sadly
in need of widening, but as the property on
either side is privately owned the cost of
resuming sufficient to widen the street would
be prohibitive. In consequence of the short-
sightedness on the part of those who origi-
nally laid out the town we have a main street
down which a tramway could never be laid,
for there would not be room for it with-
out upsetting the whole of the present
traffic.

One would have such imagined that such
an object lesson as this would have led the
Authorities to have avoided similar mis-
takes on the Kowloon side, but apparently
they have failed to profit by experience, and
are laying out narrow roads and streets which,
at the present rate of expansion of the
Colony, will in a very few years become
inadequate to the demands of the traffic.

Take for instance the road running from
Hungnam to Kowloon City. Just beyond

Hungnam, rows of shops are in course of
erection on either side, the road is narrow,
and any widening of it which is deemed
desirable at some future date will be most
expensive—probably prohibitive—as it would
necessitate the resumption of privately owned
lands. In this connection of course the bug-
bear of expense immediately crops up. We
shall be told that the Colony cannot afford to
lay out broad roads everywhere. True, the
cost would be great, but why should the whole
width of the road be laid out in the first
instance? So far as we can see it would be
quite feasible to reserve a broad road space,
lay out a narrow road, adequate to pre-
sent requirements, down the middle of it
and let the sides remain in turf. Then, as oc-
casion demanded, the road could be widened
and we should be saved the inconveniences
arising from the present shortsighted policy
of the authorities.

Another question that presents itself is the
public utility of the new road to Tai-po-hu.
We do not for a moment question the wis-
dom of laying out this road, for it is un-
doubtedly exceedingly valuable from a strate-
gic point of view, but the fact remains that
the Chinese make little or no use of it. Take
a walk along it any day and directly Yau-ma-
ti is passed hardly a person will be met,
except in the vicinity of the villages, the
whole way to Tai-po-hu. There is no real
traffic on the road itself. All the garden pro-
duce, fowls and fish sent to market from the
other side of the range is carried in over
the passes. To remedy this state of affairs
should not be difficult. The farmers and
squatters in the New Territory are nearly all
possessed of bullocks or buffaloes and we
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After further discussion, H. E. the Officer Administering the Government suggested that an extraordinary number of the *Gazette* be issued containing a copy of the proposed Ordinance, and a notice to the effect that any one who wished could secure reprints of the Bill at the office of the Colonial Secretary.

NATURALIZATION.

The Hon. Attorney General moved the first reading of a Bill entitled An Ordinance for the Naturalization of Chi Ship Chün, alias Chi Le, alias Chi Man Tin, alias Chi K'au Mei.

OTHER ORDINANCES.

The following ordinances were also again brought forward, viz:—
Second reading of the Bill entitled An Ordinance to provide for the more effectual control of Chair and Jiriksha Coolies in private employ.

Second reading of the Bill entitled An Ordinance to define the meaning of the word "writers" as used in Ordinance No. 3 of 1871.
Second reading of the Bill entitled An Ordinance to Amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900), and The New Territories Land Court Amendment Ordinance, 1901, (No. 27 of 1901).

Second reading of the Bill entitled An Ordinance to amend the Ordinance to provide for the Registration of Deeds, Wills, Judgments, and Conveyances affecting real or immovable property in Hongkong (No. 3 of 1844).

Second reading of the Bill entitled An Ordinance to further amend The Bankruptcy Ordinance, 1891.

Second reading of the Bill entitled An Ordinance to further amend The Supreme Court Summary Jurisdiction Ordinance, 1873. Each of the above Bills was considered in Committee, read a third time, and passed. The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary presiding.

SERUM FOR PLAGUE.

The Officer Administering the Government recommended the Council to vote a sum of Three hundred and thirty-three Pounds Six Shillings and Eight Pence (£333 6s. 8d.) as a contribution towards a laboratory to be established at the country branch of the Jenner Institute in England for the preparation of Yersin's Curative Serum for Bubonic Plague. The Chairman read a despatch from the Colonial Secretary on the subject, and said he was sure the members would agree that the vote was desirable.

THE RECOMMENDATION WAS ADOPTED.

ROYAL NAVAL SEAMEN'S CLUB.

The Officer Administering the Government recommended the Council to vote a sum of Three hundred Dollars (\$300), being the amount of the contribution of the Government for 1901 towards the Royal Naval Seamen's Club, which was voted last year, but lapsed in consequence of no application having been made by the Naval Authorities for payment.

THE RECOMMENDATION WAS ADOPTED.

An extended account of the proceedings will appear in our issue to-morrow.

HONGKONG HOTEL COMPANY, LIMITED.

The ordinary half-yearly meeting of the shareholders in the Hongkong Hotel Company, Limited, was held at the Hotel at noon to-day. There were present—Messrs. R. C. Wilcox (Chairman), W. Parfit and E. Osborne (directors), C. W. Young, H. C. Wilcox, P. C. Potts, W. Davies, Ho Fok, Ho Kom Tong, Lo Cheung Shiu, J. E. Gomes, A. Denison, G. C. Anderson, M. S. Northcote and C. Mooney (Secretary).

The Chairman said:—Gentlemen, following our usual custom, I will, with your permission take the report and accounts—which have been in your hands for some time—as read. I think you will agree with me that the result of the working of the past half year was very satisfactory, the profit netted showed an increase over that of the corresponding six months of 1900 of \$13,401.80, or about 18 per cent. That means substantial progress, which is the more notable inasmuch as the profit for the final half year of 1900 was a record result. The improvement has, moreover been obtained in spite of a general and unavoidable increase in expenditure, caused by the steady decline in exchange, an increase in the cost of food locally, and the necessity of paying higher wages. We are, as you will note, compelled to devote considerable sums to writing off, as depreciation though wear and tear is now very great in the hotel. Of course the larger our business grows the greater necessarily becomes the wear and tear. We have also felt it prudent to commence writing down the value of our steam launch, for though a comparatively new craft she is subjected to hard and constant usage. The dividend proposed is large, larger as a matter of fact than your directors altogether like to pay; but as they know the feeling of the shareholders on the subject they have thought it well to recommend the amount, believing that it can be maintained unless some unforeseen and unexpected check to our present prosperity should arise. With regard to the utilization of the Praya Reclamation, the matter is still receiving the attention of the Directors, certain details and proposals in connection with it having yet to be considered. Having once ascertained the views of the shareholders, it is now only necessary for the Directors to do what is obviously best from a financial standpoint for the Company. In reference to the prospects for the current half-year, I am glad to say we have done very well, better indeed than we expected, for it was believed that there would be a decrease this season in the numbers of travellers passing through when compared

COTTAM & CO. DENTS DRIVING GLOVES.

with the last two or three years, and the profits are fully up to those of the previous corresponding six months. These are all the points occurring to me now, but I shall be glad to give any further information desired by shareholders present.

On the proposition of the Chairman, seconded by Mr. W. Davies the report and accounts were adopted.

The re-election of Mr. W. Parfit as a director was proposed by Mr. P. C. Fotts, seconded by Mr. Ho Fook and carried.

On the proposition of Mr. A. Denison seconded by Mr. Lo Chung Shiu, Messrs. W. H. Potts and H. W. Jeffries were re-elected as auditors.

The meeting then terminated.

MR. WARD'S CONCERT.

The following is the programme of Mr. Ward's concert to be given at the City Hall to-night:—

- PART FIRST.
1. Piano Solo Duet, "Waltz".....Scharwenka.
Messrs. Galluzzi and Ward.
2. Song....."Bid me to Love".....Barnard.
(With Violin Obligato, played by Mrs. Ough.)
Mr. Geo. P. Lammert.
3. Song....."Love, the Pedlar".....German.
Mrs. Bodeley.
4. Allegretto and (from Sonata for).....Grieg.
Allegro, Violin and Piano.....
Molto Vivace, Pianoforte.....
Mrs. Ough and Mr. A. G. Ward.
5. Song....."A Wayside Posy".....Watson.
Mrs. Mudie.
6. Songs.....(a) "There were no Stars".....Ward.
(b) "The Countryman".....Ward.
Mr. C. H. P. Hay.
7. Piano Solo "Polonaise in C".....Chopin.
Solo.....sharp minor.....
Mr. A. G. Ward.
8. Aria "Pleurez Mes Yeux" (Le Cid).....Massenet.
Mrs. D. E. Brown.
9. Song....."Ecstasy".....Beach.
Mrs. Bodeley.
10. Violin Solo (a) "Salut d'amour".....Elgar.
(b) "Scherzo".....Goens.
Mrs. Ough.
11. Song "When Crocuses upon".....Somerville.
Mrs. Mudie.
Interval of 10 minutes.
PART SECOND.
Song Cycle "The Daisy Chain" Liza Lehmann.
Mrs. D. E. Brown, Miss Ramsay M. Geo. P. Lammert, and Mr. C. H. P. Hay.

GODOWNS ON FIRE.

This morning at 3 o'clock the inhabitants of Hongkong were rudely awakened from their peaceful slumbers by the clanging of the fire bells. The Fire Brigade, under Acting Deputy Superintendent A. Mackie, immediately repaired to the scene of the conflagration, and found that the ground floors of Nos. 524, 526, Des Voeux Road West, were in flames. With a strong breeze blowing it seemed that the fire would spread to adjoining godowns, but the efforts of the Fire Brigade were effectual in checking the flames. The godowns are known as the Hop Vick Godowns, and are owned by Messrs. Musso & Co. We are at present unable to ascertain the cause of the outbreak, but it is probably due either to the combustion of cotton-seeds, or to careless coolies, who may have thrown the stump of a cigarette among the goods during the day. It is reported that mostly all the Insurance offices of the Colony are involved, and from information gleaned the damages would appear to amount to upwards of \$200,000.

The greatest sufferers will be the Kwong Yik Wo and Kwong Tuck Wing firms, who had over 50,000 bags of flour, and a huge amount of rattan, all ready for shipment. The chief items of goods stored in the godowns were flour, rattan, aniseed oil, aniseed, cotton seeds and piece goods, all of which are partially if not totally damaged.

FIRE AT HUNGHOM DOCKS.

On Saturday night, whilst Sergeant Gordon, of Hunghom, was on his beat, he discovered smoke issuing from the carpenter's shop at the Hunghom Docks and immediately gave the alarm. With the assistance of the European employees of the Dock Company, under Mr. S. Wilson, the outbreak was subdued, after doing damage to the extent of \$2,000, which, we believe, is partly covered by insurance.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE EDUCATION QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Referring to the letter of Anti-Humbag on the question of education for the children of the better class Chinese, I should like to point out that the majority of the Chinese are against any such class distinctions, as proposed by Dr. Ho Kai and seven others, being made in any schools established by Government.

Such distinctions are opposed to all ideas of advancement, and had such rules obtained in other countries, it would have been manifestly impossible for Dr. Ho Kai and other gentlemen who hold foreign degrees and diplomas to have obtained them, as class distinction would have prohibited their enjoying the benefits of the institutions where these honours were obtained.

Under the circumstances, would it not be better for the Government to take steps to ascertain the wishes of the majority of the Chinese in the matter, before plunging into expenditure which will, while benefiting one particular section of the community only, impose an equal burden on all?

Yours faithfully,

PEARLS.

Hongkong, 11th March, 1902.

COTTAM & CO. PLAID RUGS and SILK MUFFLERS.

CHOLERA.

We learn that one case of cholera, Chinese, has occurred at Macao. In view of a probable outbreak of the disease it is said that His Excellency the Governor of Macao has decided to remain at his post instead of proceeding on leave. He will, however, send his family home.

The Hongkong Sanitary Board, in view of the prevalence of Cholera in Canton, warn the public against the consumption of un-ripe or over-ripe fruit, uncooked vegetables and un-boiled milk.

AS OTHERS SEE US.

HONGKONG AND THE POST OFFICE.

"With the China Expeditionary Force," is the title of an interesting article which appeared in a recent number of *St. Martin's-Le-Grand*. After dealing with the Indian Post Office the writer proceeds to describe life on the ocean and continues:—

Later on, the study of the habits of flying fish lost its interest, and the watching of phosphorescent stars over the sides at night ceased to attract; the monotony of moving day after day in the centre of a circle of restless waters became irksome, and a general sigh of relief went up when picturesque Hongkong was reached. Victoria (which is Hongkong) commences in one long street—the only level one in the colony—running along by the sea, and then spreads itself over the well-wooded hill in fine buildings, dwindling up the heights, which look extremely pretty peeping out from the surrounding greenery. The presence of several men-of-war and transports, in addition to the ordinary merchant craft of the harbour, gives the appearance of unusual activity to a usually busy scene. Sampan and steam launches move and dart about, conveying staff officers and others on duty bound, and large vessels slowly steam out of the harbour, slipping in and out among the transport fleet in their course. At night the contemplation of the twinkling sampan lights low down on the water, moving softly about like fire-flies, the steady gleam of electricity higher up, locating the shipping and starting the island with a galaxy along the water front, and solitary lights on the hill slopes, rendered the indulgence in dolce far niente on deck a most enjoyable pastime. The murmurous lapping of the sea against the quays of the harbour; the distant hum of life from the shore with the faint rattle of the rickshaws on Queen's Road occasionally distinguishable—all combined to soothe the spirits and induce a feeling of calm and peace towards all men, which only such conditions, after a good dinner and a better post-prandial cigar, can produce. Bang! the fort up the hill announces half-past nine; on every side bugles call the first post in tones softened in carrying across the water; the ship's bells clang thrice in various voices—sonorous, sharp, and shrill. Thus, with a start, we are brought back from our reveries to the realities of life.

At Hongkong we have our first base office. Its establishment there was objected to at the outset by the Postmaster-General of that Colony for financial reasons, I believe; it being considered that the revenue which the department would earn should rightly go to the British Post Office at the island. We were, therefore, obliged to move on to Wei-hai-we; but as that was a most unsuitable place for a base office, the Postmaster-General's objections were ultimately overcome and the office returned to Hongkong, where it settled down to steady work. For some time, when transports were arriving and departing with the frequency of falling leaves in autumn, mails used to be sent by these vessels, and often has the base office had to work at unusual hours and at high pressure. Intimation would be received, perhaps late in the evening, from the military authorities of the departure of a transport at some inconvenient time at night. The preparation of bags had, therefore to be immediately commenced, and the work done as expeditiously as possible, so as to enable the mail to be delivered on board before the hour fixed for the vessel's departure. This was a matter of considerable difficulty on dark nights, as neither the name nor number being distinguishable, it was impossible to single out a particular transport from among the crowded shipping. Thus it would often happen that, say, Nos. 30, 6, and 52, or 13, 42, 35, and 9, would be visited before No. 18, the transport in question, would be reached. In the same way transports coming in from the north and south had to be met for mails.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from mis-sending letters.

Similar conditions in regard to the receipt and despatch of mails prevailed at Shanghai, Wei-haiwei, Taku, and Shan-hai-kwan, but as soon as possible arrangements were made with the British Post Office at Hongkong, and with the Chinese Imperial Post Office at Shanghai and elsewhere in the north by which mails for the force were conveyed through their agency. The irregular transport service could not obviously be maintained, and though under it receipts and despatches were, perhaps, more frequent, the new service had the great advantage of being a fixed one. This arrangement continues, and at the present time outgoing mails are (comparatively) transmitted with the regularity of clock-work. The relations between the Field Post Office and the British Post Office and Chinese Imperial Post Office, which have been somewhat close, have always been creditably harmonious, and it is pleasant to think of the willingness with which they helped us even in small matters. Quid pro quo (to coin an expression), we have done a few things for them.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions, to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY) and THURSDAY, the 12th and 13th March, 1902, at 10 A.M.,

at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES.

Comprising:—
OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS &c., &c., &c.

Also:—
Four Large MATS, BEDS at the Back of H.M. NAVAL YARD, Kowloon.

TERMS:—As Usual.
HUGHES & HOUGH, Gov. Auctioneers.
Hongkong, 11th March, 1902.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY situate at YAU MATI, KOWLOON, IN LOTS,

on

FRIDAY, the 14th March, 1902, at 3 P.M.

At his Auction Rooms,

by

Mr. GEO. P. LAMMERT, Auctioneer.

LOT 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Inland Lot No. 911.

LOT 2.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 911.

LOT 3.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Inland Lot No. 912.

LOT 4.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 912.

Each of the above Lots contains an area of 6,375 square feet or thereabouts.

For further particulars, apply to:—
EVENING & HARTON, Vendor's Solicitors, or to

GEO. P. LAMMERT, Auctioneer.
Hongkong, 15th February, 1902.

Intimations.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB, will be held in the CLUB HOUSE, on MONDAY, the 17th March, 1902, at 8 P.M.

BUSINESS:—As set forth in the Notice posted in the Hall of the Club.

By Order,

A. O'D. GOURDIN, Acting Secretary.

Hongkong, 8th March, 1902.

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB, will be held in the CLUB HOUSE, on MONDAY, the 17th March, 1902, at 5.30 P.M.

By Order,

A. O'D. GOURDIN, Acting Secretary.

Hongkong, 8th March, 1902.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 20th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 20th instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 6th March, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 22nd March, 1902, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 22nd instant, both Days inclusive.

SHAW, TOMES & CO., General Managers.

Hongkong, 10th March, 1902.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 27th March, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTIETH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddars Street, on THURSDAY, the 27th March, 1902, at 12.15 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both Days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1902.

At every turn,



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for **DR. AUER VON WELSBACH Co., -VIENNA,** THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

Capt. Marryatt's Novels, Good Illustrated Edition, Cloth Bindings, Slightly soiled reduced to 8s. each.

Masterman Ready. Poor Jack. The Poacher. Monsieur Violet. Percival Keane. Olla Podrida.

The Privateers man. Rubber Faced Type in Founts, Draughtsman's Sets of Card Board Scales. Sandow's own Combined Developers. Sandow's Grip Dumb Bells.

Hongkong, 11th March, 1902.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 1901.



PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTRY, DIARRHŒA, HÆMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

WING CHEONG. DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901.

Untouched by Hand.

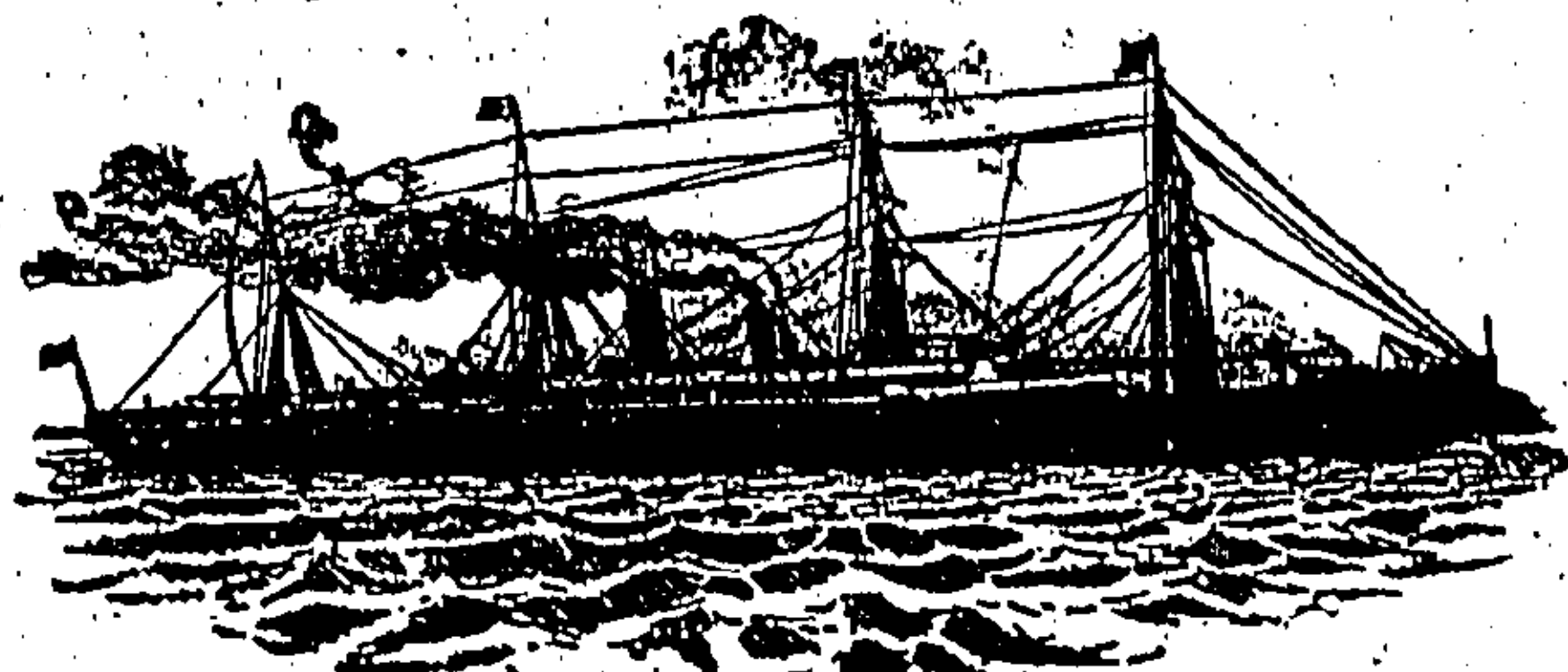
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For INFANTS and INVALIDS. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.	
"CHINA"	TUESDAY, 18th March, at Noon.
"DORIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 3rd April, at Noon.
"PEBU"	FRIDAY, 11th April, at Noon.
"CORBIT"	SATURDAY, 19th April, at Noon.
"AMERICA MARU"	TUESDAY, 26th April, at Noon.

THE P.M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special Rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same to be stated.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100.00 Gold or over) destined to Ports, beyond San Francisco, in the United States should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

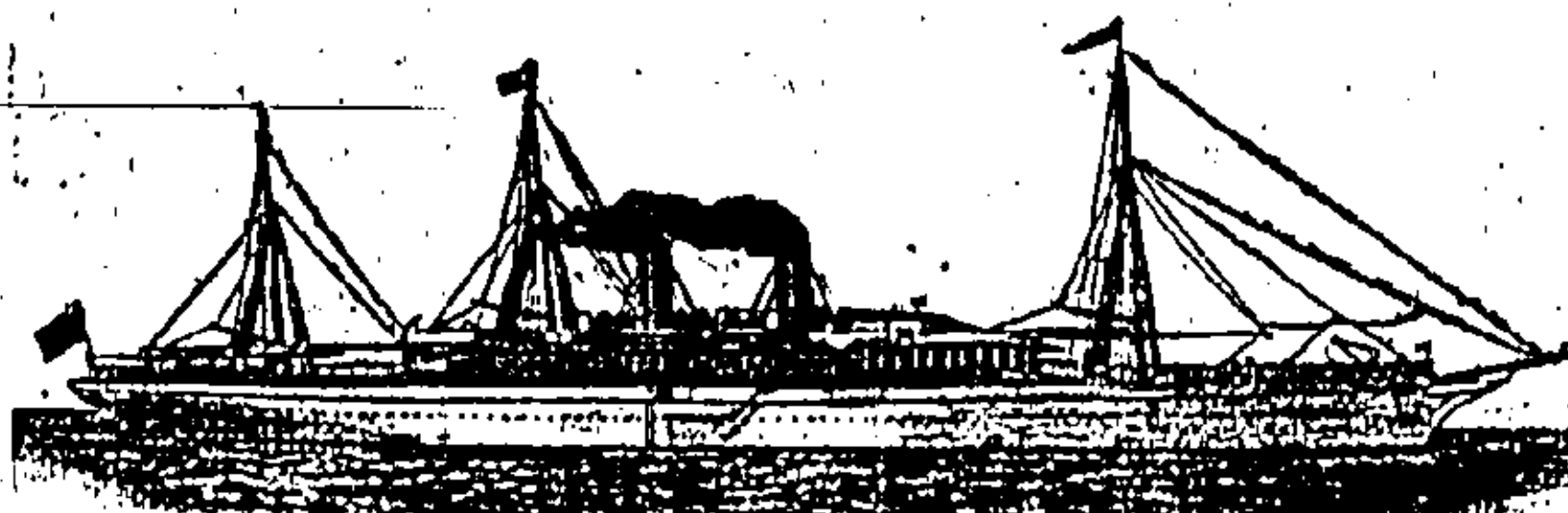
Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100.00 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 8th March, 1902.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 16th April.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through in all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 26th February 1902

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND MALTA PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARMENIA	GENOA and HAMBURG.	25th Mar.	Freight.
Sachs	(Calling at Singapore).		
KONIGSBERG	MARSEILLES, HAVRE & HAMBURG	26th Mar.	Freight and Passengers.
Mayer	(Calling at Singapore and Penang).		
BAMBERG	HAVRE and HAMBURG.	9th April.	Freight.
Zurich	(Calling at Singapore and Penang).		
ADRIA	HAVRE and HAMBURG.	23rd April.	Freight.
Kath	(Calling at Singapore and Penang).		
BEGOVIA	HAVRE and HAMBURG.	7th May.	Freight.
Foerster	(Calling at Singapore and Penang).		
SAXONIA	HAVRE and HAMBURG.	21st May.	Freight.
Jager	(Calling at Singapore and Penang).		
ARAGONIA	NEW YORK.	8th April.	Freight.
Foni	via SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE,
No. 11, Queen's Buildings.

Hongkong, 1st March, 1902.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arxer, Fuan	Fuster, Capt. W. L.
Ally Fook	Faca, Juan
Allaraki, Sate	Farrell, N. A.
Adamsen, Mrs. Hans	Francisco, Signor
Ah Pooi	Fairy, William
Allahditta Khan	Feluz, F. de la
Abdul Hasan	Fesler, J. S.
Alhversing, Mr.	Fenton, C.
Adamson, S.	Finleyson, Mrs.
Anderson, W. A.	Fisher, H. W.
Anderson, Mrs. A. J.	Falkner, Dr. A. C.
Anelino, Miss L.	Fitzgerald, T. J.
Apice, G. D.	Ferro, G. P. del
Alfred, Mrs.	Firth, F. N.
Andersen, K.	Frengald, E. L.
Allix, Maurice	Forest, Miss A.
Addies, M.	Forrest, Miss L.
Ah Yau	Foye, Mrs. A. L.
Alaraka Sinaid	Fowler, Miss O. L.
Abad, Miss I.	French, Dr. F.
Arndt, E. J.	Fazal Dila
A. B.	Fischer, Emil
Aung, F. O.	Foy, F.
Bishna Singh	Fitzgerald, Miss
Browning, S. J.	Fernandes, I. A.
Brown, F. W.	Featherstone, Miss E.
Brand, S.	Ferrier, J. R.
Brown, Geo. W.	Gassies, I.
Brown, Miss K.	Golla Mohamed
Bell, Jack	Grey, F.
Bernard, F.	Guidan, Mrs. M.
Bela Singh	Garcia, Francisco
Babonneau, M.	Graham, Esq.
Baboo C. Malai	Griffiths, Groom & Co.
Black, G. & Co. Messrs.	Grover, K. K.
Burden, W. G.	Godwin, Mr. & Mrs.
Bond, Mr.	Gaffoon, Khan
Burnham, W.	Gricus, M.
Bailey, Miss F.	Guillanne, A.
Buford, Mrs. M. B.	Gomes, C.
Brougham, E. H.	Goedkoop, Ph. H.
Bresson, C.	Gowdely, J. R.
Belial, L. J.	Gwan, T.
Bell, Miss M. C.	Gibson, Miss
Brown, Thomas	Gwynne, Mrs. K.
Boake, A.	Grun, Mrs. H.
Bennett, I. E.	George, J.
Burns, J.	Gates, Custodio
Borne	Holscher, F.
Black, Wm.	Hogg, Mrs. R.
Beach, Miss E.	Hare, Mrs. R.
Belief, L. P.	Hayden, R. V. D.
Baum, R.	Harms, C. H. J.
Bulter, J. J.	Hernandez, B.
Bunell, Max. M.	Hermaw, B.
Bruce, Miss K.	Herman, J.
Brown, Capt. J. H.	Holliday, Mrs. H.
Boys, Capt. G. H.	Hill, H. M.
Benton, Mrs. C. J.	Henderson, J. G.
Brown, M. C. & E. B.	Hummington, W.
Bowen, J. G.	Horne, R. G. van
Ballard, J. C.	Hosier, T. G.
Bowie, Dr.	Hayland, P.
Brookbridge, A. C.	Hernandez, P.
Bennett, E. F.	Holliday, Mrs.
Burkittell	Houghton, Mrs.
Budge, James	Howard, William
Boutard, J.	Higgin, M.
Bambridge, M.	Hoffmann, G. M.
Bailey, E.	Holbrooks, Alex.
Bach, A. H.	Hobson, R. P.
Backel, J.	Henderson, F. G.
Bogest, L. J.	Hunt, Arthur
Brown, Mrs. F.	Haney, Mon.
Borresson, Mad.	Harris, L. S.
Catz, V. Leon	Harbord, H. G.
Claixon, Mr.	Hibbard, B. J.
Chavart, Miss A.	Hobbs, Wm.
Chapman	Hohner, M.
Cooper, Miss A. B.	Hilbert, F. H.
Chatterton, Chas.	Hunt, C. B.
Capt. Ching	Harvate, Fred.
Carbott, Mrs. F.	Hasber, H.
Conry, Mrs.	Harrington, Mrs. H.
Conception, D. V.	Hunt, Miss H.
Cowper, Miss L.	Hutchinson, G. H.
Cardle, W.	Havie & Thomas, J. A.
Calder, Capt. A. S.	Hollister, Geo.
Crow, A. L.	Holmes, Geo.
Closs, A.	Hallegh, M. A.
Charmatz, Adolf	Henderson, Mrs. L.
Cayford, William	Henderson, G. E.
Cutnam, Rev. C.	Hudtwalchen, H.
Chiu Chong Kung	Hill, Geo. L.
Chang, J.	Hammer, H.
Cook, & Co., L. F.	Henderson, Mr.
Clark, A.	Inglis, Miss
Copier, A.	Isufah, Mulla Abdul
Cassidy, Miss M.	Hassan
Grossy, F.	Inkwell, C. W.
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Churchill, A. D.	Intrig, Lina
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Carlington, G.T.S.	Judah, J. S.
Coyne, Mrs. M.	Johnston, W. W.
Courtney, Mrs. M.	Jaffer, A. M.
Cohen, Miss G.	Joseph, E. D.
Chavart, A.	Jay Singh
Chen, D.	Jones, W.
Chandar Singh	Jumbo
Crosbie, D. B. T.	Jova, Jon
Cogan, J. I.	Journe, G. E.
Cameron, Ch.	John F. Briggs & Sons
Crowford, G.	Johnstone, R. N.
Corbin, F.	Jesus, J. V. de
Chune, O. A.	Joseph, A.
Cruz, Theresa	Jagoo
Duncan, J. or P.	Joseph, B.
Dripdale, Miss P.	Johnstone, Mrs. L. F.
Dulton, H. F.	Jones, Miss H.
Dionicio, Leoncio	Jackson, P.
Dawson, J. F.	Jordan, Lewis
Dunn, F. F.	Jowand, Singh
Dowies, H.	Kawana, R. W.
Durant, Mrs. H.	Kerr, William
Dillon James	Kubota, Miss S.
Daniels, W.	Krichaloff, E. W. & S. H.
Davis, Sr. Dr. L.	Kumamoto, J.
Durstone, R. S.	Kellam, H. C.
Drayton, J. C.	Kalin, Paul
Davies, G.	Klemer, Miss E. J.
Dehiffen, H.	Krell, Mrs. N.
Digiovanni, Capt.	Kennedy, F. H.
Dickson, R. G.	K. S. L.
Delmar, Dr. E.	Kennedy, J.
Dallas, H.	Knox, H.
Delobque, Mad. J.	Khuaj Jakot
Doré, A.	Kikuchi, T.
De Ath & Coy, Messrs.	Kistner Alfred
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Dunn, F. E.	Lasson, D. M.
Dawson, Mrs. R.	Lewis, Mr.
Ewing, Tsau	Lyman, E. R.
Earle, J. W.	Luk Kwai
Easton, General Agency	Luong Hung Hang
Ellis, Wm.	Lichman, Singh
Evans, Mrs. E. E.	Lloyd, P.
Elliott, Mrs. W. P.	Liddy, W. E.
Emmer, Mrs. H. T.	Lambie & Lodge J. E.
Emmanuel & Co.	Lehmann, Mr.
Eddy, F. W.	Long, Th. D.
Edholm, E.	Laplacé, F.
Frankie, G.	

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A rich variety of FANCY BOXES, FETTERED
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Lillie, J. J.	Simonsen, R.
Lean, J. S.	Swanney, John
Lenoi, Mon.	Stretton, D.
Longstreet, G.	Stephen, Mrs. James
Lennard, D. M.	Schmellschick, F.
Lall Singh	Simpson, Dr. M. J.
Lang, R. R.	Stoke, C. G.
Lewis, G. W.	Stiddle, Ralph
Lafont, C. J.	Shvartz, Isaac
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Long, L.	Silva, J. P. da
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Micamar, A. E.	Silva, Miss E. da
Mohamed, Ishag	Silva, Arminda A. da
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Muller, Madame S.	Schult, Capt. R.
Malcolm, A.	Silva, M. A.
McBarnes, W.	Sailan, C.
Marlatt, C. L.	Sheffield, Miss E.
Marsh, R.	Sam Thung
McAlister & Co.	Sirdar Bin Singh
MacCarthy, Mr.	Soden, J. L. Ross
Mongal Singh	Sobeng, Luis
Mingel Singh	Smith, Miss
McDonald, G.	Swahlin, J. S.
McCaw, Fred.	Stevens, T. J.
Morton, R.	Staples, G. B.
Mautani, T.	Smith, E.
Marker, D.	Stear, Alex. M.
McAuburn, Mrs.	Stewart, W.
Maisau,	Spinney, W. F.
Messer, Capt. J. F.	Siep, F. G. C.
Martin, M. R. P.	Stefano, C.
Michels, W. J.	Stefano, E. von
Mills, A. T.	Songee, Mrs.
Murphy, Capt. D. I.	Sassi, D.
MacDonald, D. S.	Solomon, S. P.
Moore, J. H.	Scott, J. D.
Max, Schrenk	Smith, G. W.
Murphy, Miss A.	Skala, Mrs. A.
MacCarthy, Geo. F. D.	Sawyer, Fred.
McCarthy, Capt. F. D.	Strom, J. H.
Skala, Mrs. A.	Santos, P. dos
Muller, F. H. H.	Skillen, A.
McPherson, W.	See, J. A.
McMillan, Alex.	Sutton, Char.
McMillan, Alex.	Schwartz, A.
Morgan, Mrs. E.	Solomon, L. P.
Maxwell	Schaefflin, M. E.
MacGregor, L. N.	Slaffkin, M.
Mathieson, Alex.	Starr, Miss G.
McMillan, Alex.	Span, Mrs. J.
Morgan, F. Mrs.	Stefford, J. C.
Merrill, Frank	Standley, W. A.
Macler, B.	The Manager Silk
McMillan, Alex.	Manufacturing Co.
Messer, Capt.	Taylor, R. W.
Morisey, Miss M. E.	Tarke, Wm.
Mall, E.	Troost, Engene
McPherson Mrs. W. E.	Tarce Khan
Merriett, H. S.	Thomas, A. E.
Meary, Capt. J. J.	Taylor, Mr.
Maker, C.	Thomas, Miss E. M. K.
Mitchell, J.	Torrance, J. C.
Mitchell, R.	The Hon. Hk. Gem.
March, Capt. L. W.	Tanichiff, Mr.
Monicelli, G.	Tansley, Mrs.
Morgan, Wm. A.	The Agents-Atlas
McDonachy, Mr.	Parcel Express
Morcel, M.	Thallon, Miss F. N.
Moule, O.	Turner, Harry
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Mall, E. M.	Taylor, Cpl. H.
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Mevecki, J.	Thomson, J. S.
Munro, P.	Talmo, J. J.
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Nason, B.	Tomas, H. S.
Naidu, J. R.	The Chikishi Coal
Nair, J. S.	Mining & Co.
Norman, A. J.	Tarrance, J. C.
Nattoe	Tarry, Rev. R. A.
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Nick, Mr.	Uddoleck, Miss
Nordest, Mon.	Udden, Torsten
Nicholson, H. J.	Ulan, M. C.
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Nomara, G.	Vance, Miss B.
Neil, Miss A.	Vance, Chas.
Nicklin, T. G.	Vance, O.
Nellancourt, J.	Vance, W. Grant
Nobody, Mrs.	Vine, E. T.
Oliver, & Co., Mrs.	Victor, Char.
Ogston, I.	Vichy, L. A.
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Osborn, Edward	Van Bosch & Peneyro
Omega, Juan	Wigman, Mrs.
Opp, O. D.	Walter, Mrs. W. B.
Oh Teong Hum	Woodell, Beare
Oh Kachi, Miss	Wilson, Miss R.
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Ponvea, Carlos	Williams, A.
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Past, Ugo	Warram, H. E.
Pastrano, Josefo	William, S.
Rukan Din	Woodchick, E. S.
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Roberts, John	Ward, Rev. E.
Russel, A.	Ward, Rev. E.
Ribier, F. T.	Ward, Rev. E.
	Zahn, J.

of the Bill divided the House three times in the last half-hour of business and during the final division was fully obstructed, by dawdling through the lobby so slowly that, as the teller expressed it, "at times the passage was almost deserted." When 5.30 struck, although the 249 supporters of the bill had been through the lobby several minutes, the 124 on the other side had still not completed their melancholy procession. The "Noes" teller himself reported the circumstances to the Speaker who expressed his regret at "the unusual course members had taken" but the motion to refer the Bill to a Committee could not be put, notwithstanding the "large majority" in favour. These tactics are condemned on every side. It would have been contemptible enough, had Nationalists, Labour Members and shameless obstructionists taken this means to gain their object, but that such unparliamentary and un-English conduct should have to be attributed to noblemen and gentlemen of the old Conservative party, makes the incident infinitely more regrettable.

THE REMOVAL DEPARTMENT'S AFFAIRS have aroused a storm of indignation in Parliament and together with the whole Contracts question forms the chief topic of discussion everywhere where men or women do foregather. The agitation for a full inquiry with all the circumstances connected with the purchase of horses for the Army during the course of the war has reached a point, when denial—if desired—is impossible. Mr. Brodick conceded at Tuesday night's debate that an inquiry was imperative and pledged himself to institute one, but urged that the present is not the time for any such action. The argument that most of the principal witnesses are now in South Africa, is sound and in one sense unanswerable, but so strong is the feeling called into existence by the disclosures already made of incompetence and extravagance, that it is doubtful if the Government will be able to resist the demand, for at least a preliminary investigation of the system upon which the Department in managed and by which the selectors of horses were appointed. One of the most peculiar features of the general blundering is that revealed by our military attacks in Vienna and Washington. On a matter upon which their professional knowledge would, presumably, be of value, they were never consulted, indeed the fact that horse-purchasing was in progress in the countries to which they are respectively accredited only reached them through the newspapers. Both these gentlemen affirm that on learning of the work in hand they telegraphed to the War Office suggestions respecting means of purchase, agents, etc. but their communications were entirely ignored. For what purpose we pay military attaches if their professional advice is of no account it is hard to say, but the reason may be forthcoming when the inquiry is held. A military court will in any case, be convened, but the country will not be satisfied unless the whole matter is threshed out by an independent Committee also. Captain Norton, M.P., formerly a Cavalry Officer, estimates the loss to the nation in the purchase of horses alone at no less a sum than £8,000,000.

A few facts reliably vouched for, and accepted both by the Department and its critics as in the main true, may be mentioned. Captain Hartigan gave to a Mr. Lewison a contract to provide 3,000 Hungarian horses at £33.16.8 each. Lewison farmed this contract to a man named Hauser to supply these animals at £22 each and pocketed the difference amounting to £3,000. Sir John Blundell Maple offered to send to the War Office his trainer, an expert judge of horseflesh, a Vet. holding both English and German diplomas and a fluent linguist. General Trumet declined the offer somewhat cavalierly, and despatched men to Hungary and America, some of whom were to ignorant of their duties, that they did not know what part of the anatomy of a horse is called its withers.

A few cases have been already established in which aged, cast-off animals have been palmed upon our purchasing officers, as six or eight years of age, and thousands of others quite useless for campaigning purposes were accepted under the impression that they came of a fine strain. Every scrap of evidence yet elicited goes to establish rank ignorance, mismanagement and inefficiency on the part of the Department—if there is anything to be said on the other side the sooner anyone can be found to say it the better. There are even some who openly declare that it would be better for England to be served by officers who were knaves rather than fools. A hard saying, but quite natural in the circumstances.

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De omni et scilicet et quibusdam aliis.

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Introduction.—The editor of this new geographical work—from which an extract is given below—wishes to draw the attention of all teachers to the fact that, as the special features introduced in this series have been compiled at such an enormous expense by the various Empires, Kingdoms, and Republics concerned, these works cannot be offered on *The Times* system, or even Lord Rosslyn's. The price is net, the motto alone being worth the money.

AFRICA, is bounded on all sides by DE WET. AMERICA, U.S. of; this REPUBLIC is bounded—
On the North, by the "LAKE DISTRICT."
On the South, by the CANAL QUESTION.
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AMERICA, South, is bounded everywhere by the MONROE DOCTRINE. N.B.—This Patriotic measure allows the various States to stage any play they like without the Censor interfering and saying "S(c)h'a'n't."

AUSTRIA is bound on each side by the TRIPLE ALLIANCE, and unbound by the TRIPLE SCHISM.

COLONIES, the BRITISH, are bounded on every side by the great J.C. N.B.—Readers are begged not to confuse this sea with the German Ocean, from which it is separated by a granite wall.

CHINA is bound—
On the South, by BUFFER STATES.
On the North, naturally enough, therefore, she is on "tenter-hooks."
On the East and West, by a very large CONSERVATIVE MAJORITY.

France is bound—
On the North, by PARIS, ANGIOLOPHOBIA, and TROUVILLE.
On the South, by PARIS, MONTE CARLO, and PARK-LANE.
On the East, by PARIS, TEUTOFOBIA, and the S. in the CUPBOARD.
On the West, by PARIS, BORDEAUX, MAL DE MER.

GREAT BRITAIN is bound on all sides by RED TAPE. N.B.—If there is any doubt, the reader will be quite right in answering "Conscientious Objection." However, the Editor wishes to point out that he does not consider that this answer would be passed at any Government Examination, as the Examiners are prejudiced, though kind-hearted, men.

GERMANY is bound on every side by the KAISER; for, any place accidentally missed by him the reader will be correct if he says "The Army." N.B.—The Editor, personally, does not know of any such place; however, this may be due to the fact that he has a weak stomach, and is, therefore, unable to travel in this Empire.

IRELAND is bound, it is stated on all sides, to get back the "America" Cup. N.B.—The Editor thinks so too, providing the price of bacon is kept up.

ITALY is bound—
On the North, by the HOTEL D'EUROPE.
On the South, by BRINDISI, the "GREEN-ROOM" of the East.

On the East, by the BRIDE OF VENICE. N.B.—This question is not often asked, as it is considered, by the most competent authorities, to be a case of "Cherchez la Femme."

On the West, by the ETERNAL CITY. N.B.—Built by Hall Caine.

TURKEY is bound all round by the European Powers to prevent her falling to pieces. N.B.—This process is copyright; infringements are sure to fail; beware of imitations.

JAPAN is bound on every side to get on, N.B. No one seems to care to interfere with her Korea; this is, perhaps, only natural.

RUSSIA is bound on all sides by none of her PROMISES and CONVENTIONS. N.B.—This answer, which has been carefully compiled from a map in the "HOTEL CECIL," will do for every examination except that of the Board of Trade.

THE REST OF THE COUNTRIES, &c., are bound to be quiet, unless they can manage to get bound by a Monroe Doctrine. N.B.—To wit, S. America.

NEWMAN HARDING,
in L. & C. Express.

ENTERTAINING PHOTOGRAPH.

A correspondent writes, to the L. & C. Express—Have you ever noticed the entertaining photograph of the King of Siam and eleven of his sons in a shop in Buckingham Palace-road? There is a military precision about the grouping which I find quite a relief after the laborious repositiveness and deliberate informality to which photographers have for the last generation been accusing us. The eleven sons all wear Eton jackets, and top-hats and white waistcoats except the eldest, who is frock-coated. They all stand in a long, straight row (in which their height is arranged in an ascending scale), with hands to their sides and the tips of their fingers touching their hips. You know the way in which recruits stand when they enter upon the process which turns them out automaton?

Well, the Siamese Princes stand just like that. The order "Eyes left" seems to have been given, for they all have their eyes turned in that direction, although they face to the front, just in the way that soldiers turn their eyes by order towards a saluting point in the march past. At the end of the line stands the King with his "eyes right," so that he looks down the long line and confronts the respectful stare of eleven sons. The King, and not the eminent photographer, may be supposed to have arranged the picture. I imagine the whole thing to be an example of Siamese humour, of which I should like to know something more.

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[1339c]

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[1214c]

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Every care has been taken in compiling these Tables to insure their accuracy, and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading, which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the Daily Telegraph Office, Price 5/0 per copy. Hongkong, 12th February, 1902. [172d]

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SANUKI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Mar., at Daylight.
IYO MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Mar., at Noon.
INADA MARU	KOBE and YOKOHAMA	About FRIDAY, 28th Mar., at Noon.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 28th Mar., at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 7th April, at 4 P.M.

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" "	"PROMETHEUS"	19th " "
" "	"DIOMED"	26th " "
" "	"MACHAON"	3rd April, " "
" "	"IXION"	11th " "
" "	"ACHILLES"	17th " "

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FOR LONDON.

"ULYSSES"	18th March, 1902.
"ANTENOR"	1st April, " "
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"DIOMED"	22nd " "
"MACHAON"	29th " "
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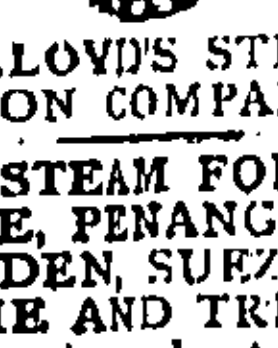
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THE Company's New Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the

above Port, on THURSDAY, the 13th instant,

at Noon.

The Attention of Passengers is directed to the

Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 7th March, 1902. [276d]

FOR VLADIVOSTOCK VIA NAGASAKI.

THE Steamship

"KOWLOON"

Captain Niemann, will be despatched for the

above Ports, on SATURDAY, the 15th instant,

at 5 P.M.

This Steamer has Superior Accommodation for

First Class Passengers.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th March, 1902. [251d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above

on THURSDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly-qualified Surgeon

are carried.

M/Z—Return Tickets issued by this Company

to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGATION

COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents. [264d]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINUN"

Captain Passmore, will be despatched for the

above Port, TO-MORROW, the 12th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 11th March, 1902. [208d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND KELUNG.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the

above Port, on THURSDAY, the 13th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 10th March, 1902. [299d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY, TAIWANFOO AND TAMSUI.

THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the

above Ports, on THURSDAY, the 13th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 10th March, 1902. [304d]

FOR ILOILO (DIRECT).

THE Steamship

"ANTONIO MACLEOD"

Captain Urgate, will be despatched as above

on THURSDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 10th March, 1902. [300d]

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS up

to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENCIA, ALICANTE, AL-

MERIA and MALAGA.

THE Steamship

"BISAGNO"

Captain P. Brusca, will be despatched as above

on THURSDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 10th March, 1902. [303d]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain S. H. Belson, will be despatched for the

above Ports, on FRIDAY, the 14th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 10th March, 1902. [289d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"AIRLIE"

Captain St. J. George, will be despatched for the

above Port, on SATURDAY, the 15th instant,

at 5 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly-qualified Surgeon

are carried.

M/Z—Return Tickets issued by this Company

to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGATION

COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents. [264d]

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLAMORGANSHIRE"

Captain Evans, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees'

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 11th instant, will be

subject to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 10th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & Co.,

Agents.

Hongkong, 4th March, 1902. [287d]

FROM HAMBURG, BREMEN, ROTTER-

DAM, COLOMBO, PENANG AND

SINGAPORE.

THE N.D.L. Steamship

AGENDA.

Gospel Hall.
6 Arsenal Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows:—
SUNDAY.
Acts 2:12 11 a.m.
Gospel Address 6 p.m.
TUESDAY.
Soldiers & Sailors Bible Class. 6 p.m.
THURSDAY.
General Bible Class 6 p.m.
SATURDAY.
Prayer Meeting 6 p.m.
A hearty welcome given to all.

TO-DAY.

WEATHER REPORT.
On date at 4 p.m. On date at 4 p.m.
Barometer 30.16 30.08
Temperature 67 67
Humidity 56 61
Rainfall —

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (Malta) 15th inst.
Indian (Suisang) 15th inst.
American (Doric) 15th inst.
Canadian (Empress of China) 17th inst.
German (Kiautschou) 18th inst.
American (Nippon Maru) 25th inst.
American (Peru) 25th inst.

The P. & O. S. N. Co.'s steamer *Nankin* left Singapore for this port on the 10th inst., at 1 p.m.

The C. N. Co.'s steamer *Kiutong* left Shanghai on the 10th inst., for this port, and is due here on 13th inst.

The P. & O. S. N. Co.'s steamer *Malta* left Singapore for this port on the 9th inst., at 6 p.m., with the Outward English Mails, and is due here on the 15th inst., at about 8 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.
Skransstad at Kowloon Dock.
Fethoo " " "
Kate " " "
Kaiserin Augusta " " "
Peluse " " "
U. S. S. Albatross " " "
Nanning " " "
H. M. S. Pique " " "
Lycemon " " "

PASSED THE CANAL.
Outward—28th Jan.—*Maritima*. 21st Feb.—*Glenloch*, *Princess Alice*, *Yongfeng*, (Austrian) *Sistia*, *Levi*, 26th Feb.—*Japan*, *Segevia*, 4th March—*Benarig*, *Laos*, *Madny*, *St. Bede*, *Adelheid*, *Athens*.

Homeward—14th Jan.—*Achilles*. 17th Jan.—*Ision*, *Sucia*. 28th Jan.—*Java*, *Acara*, *Wakasa Maru*. 21st Feb.—*Yarra*, *Peluse*. 26th Feb.—*Afridi*, *Marie Valerie*. 4th March—*Patroclus*.
Arrivals at Home—2nd Jan.—*Scotia*. 3rd Jan.—*Longships*. 7th Jan.—*Inaba Maru*, *Zemithus*. 10th Jan.—*Dardanus*. 14th Jan.—*Satsuna*, *Susquehanna*, *Anapa*, *Nachon*, *Sutgar*, *Marquis Baguelin*. 21st Jan.—*Admiral*, *Ville de la Ciotat*, *Huachi Maru*. 24th Jan.—*Marburg*. 27th Jan.—*Borneo*. 28th Jan.—*J. F. Chapman*, *Konig Albert*. 21st Feb.—*Deucalion*, *L. Schepf*. 26th Feb.—*Strassburg*, *Nurnberg*, *Korea*. 4th March—*Havayman*, *Launberg*, *Llanuno*, *Caladonten*, *Sado Maru*, *Lennox*.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
March 10th.

The officers of the s.s. *Kwaiyang* are:—chief officer E. L. Monksman, 2nd officer W. J. Bright, chief engineer Mr. Ellis, 2nd engineer Mr. Hall, 3rd engineer E. J. Evans.
The officers of the s.s. *Candia* are:—J. D. Andrews, R.N.R., chief officer J. Gaunt, 2nd officer M. Taylor, 3rd officer G. Rundell, 4th officer P. M. Bluck, 5th officer G. Byron, chief engineer Jno Whyte, 2nd engineer R. Whitaker, 3rd engineer W. Watkins, 4th engineer E. Wolt, Asst. Jno Anderson, T. Logan, T. Abbot, F. Fitz Gerald.

EXCHANGE.

Hongkong, 11th March.
ON LONDON, Telegraphic Transfer 1/9 9/16
Bank Bills on demand 1/9 1/8
Credits, 4 months' sight 1/9 1/8
Debits, 4 months' sight 1/9 1/8
ON BERLIN, Bank Bills on demand 1/10 1/8
Credits, 4 months' sight 2/30
ON NEW YORK, Bank Bills on demand 44
Credits, 30 days' sight 44
ON BOMBAY, Telegraphic Transfer 134
On demand 134
ON SHANGHAI, Telegraphic Transfer 73
Private 30 days' sight 73
ON YOKOHAMA, T.T. 134 1/2 prem.
Sovereigns, Bank's Buying Rate \$11.10
Gold Leaf too tough, per tola \$7.45
Bar Silver 25 1/16
Dollars 25 1/16

OPIUM QUOTATIONS.

Hongkong, 11th March.
To-day's quotations are as follows:—
BENGAL—New Patna @ 905
Old Patna @ 920
New Benares @ 905
Old Benares @ 920 nom.
MALWA—New @ 880
Last year's @ 947/60
2 1/2 years' old @ 920/30
3 1/2 years' old @ 930/40
Putterford @ 940
PERSIAN—Superior drug was sold @ 600

VISITORS AT THE KOWLOON HOTEL.

Anderson, W. (Impol. Crockett, Mrs. M. Customs).
Anderson, Capt. and Curless, Capt. and Mrs. (H.K.R.).
Birrell, Lieut. & Mrs. B.
A. S. (H.K.R.).
Bowen, Mr. & Mrs. J. R. (Nileen, Capt. O. J.).
Campbell, Capt. G. D. (Riegan, V. (H.K.R.)).

VISITORS AT THE HONGKONG HOTEL.

Aleshire, Mrs. J. B.
Allan, Mr. and Mrs.
Andrews, D. W.
Angus, Mrs.
Barlow, W. S.
Barlow, B. J.
Barlow, F. C.
Barry, J. H.
Beck, W.
Bell, J. T.
Bellairs, E. G.
Berlinger, Dr.
Bernheimer, A. L.
Black, J.
Bonnet, G.
Bonner, E. A.
Bouquet, F.
Bouton, L.
Bovet, M.
Bower, Dr.
Boyd, W. P. Mrs.
Boyd, W. H.
Buitantshaw, Major
Cameron, D. H.
Carmen, E. Miss
Cameron, J. B.
Cameron, Miss
Chadwick, O.
Church, S. G. Mrs.
Church, Miss B. G.
Clark, Dr. F.
Clegg, E. B.
Clementi, C.
Cloare, A.
Clouet, A.
Coghill, Mr. & Mrs. H.
Cole, G. C.
Colson, J. S.
Cooper, Capt.
Crago, Dr. J. M.
Cromie, Mr. & Mrs. A.
Daniels, G.
Davies, Mrs. W. and child
Dudley, Mr. & Mrs. P.
Dutton H. T. Mr. & Mrs.
Dutton, Miss
Earnshaw, Mr. & Mrs.
Edwards, F. W.
Ellis, W. B.
Evans, N. C.
Farley, E. G.
Fisher, H. G.
Fleischer, M.
Garvey, Mr. & Mrs.
C. H.
Glover, C.
Goltz, S. Miss
Goode, J. Mr. and Mrs.
Goode, S.
Gordon, J. T.
Grant, John
Grant, P.
Guilley, A. D. F.
Hamerly, B. E.
Hanson, R. B.
Harper, R. B.
Heaps, E. O.
Heckford, R. G.
Held, H. A.
Hills, T. W.
Hobden, Mr.
Hood, Mrs.
Hood, Miss
Hollingsworth, A.
Howard, Thos.
Howkins, Mr. and Mrs.
H. L.
Hubbard, Mrs. H. T.
Hughes, W. K.
Huke, A. N.
Hunter, Dr. W.
Jenkins, S. L.
Jo, S.
Johansen, Mr. and Mrs.
Joseph, Mr. and Mrs.
E. S.
Judell, Mr. & Mrs.
Katsch, E. A.
Kennedy Miss
King, Major H. S.
Louisson, Mr. & Mrs.
Mackie, Gordon
Manusso, N. J.
Marlow, W. T.
McHenry, Mr. & Mrs.
E. W.
McLaughlin, W.
McLellan, Mrs. E. E.
Merechi, J.
Michael, S. J.
Milton, Mr. and Mrs.
Minotti, M.
Mitchell R.
Moore, J. C. Major
Mujasak, S.
Merechi, F.
Obelt, Jr. Mr. & Mrs.
C.
Parfitt, W.
King, Mr. & Mrs. Paul
Pearse, Dr. W. W.
Pears, Col. & Mrs.
Phillips, T. M.
Pinckler, E.
Pitcher, A. J.
Pope, J. H. Mr. & Mrs.
Radcliffe, R. E., Capt.
Robertson, W. R.
Robertson, I. M.
Robertson, E.
Sawers, Mr. & Mrs. H.
P.
Scarlett, R.
Snevin, E. A.
Soden, & (4) sons Mrs.
Soutar, D.
Stevens, Mr. & Mrs. T.
Taylor, D. G.
Thomson, Dr. J. C.
Unsworth, Capt. & Mrs.
Walker, W. B.
Walsh, Mr. and Mrs.
C. W.
Watkins, C. A.
Whitely, W. J. G.
Willard, Mrs. C.
Williams, Mr. & Mrs.
S. E.
Williams Miss
Winkler, von H. L.
Woolen, J. J.
Worral, J.
Worrall, (3) Misses
Worthington, Mrs. E.
Zahn, Mr. & Mrs.

VISITORS AT THE CONNAUGHT HOTEL.

Aimie, Miss
Alfred, Mrs.
Caston, Mr. & Mrs.
Clutton, Mrs. M.
Clutton, Miss B.
Comrie, A. F.
Fairchild, Mr.
Gonzalez, Mr.
Gumpert, Mr. and Mrs.
E.
Hindmarsh, Mr. & Mrs.
T. W.
Homan, Miss
Hunt, A.
Irons, Mr.
Kosle, W.
MacKenzie, Mrs. C.
McMillan, A. C.
Pontifex, E. C.
Quadro, C.
Robinson, Mr. & Mrs.
A. E.
Ross, Miss
Rosie, Miss
Rose, Miss Charlton
Smith, Mr. and Mrs.
D. L.
Smith, S.
Stanford, W. E. D.
Stewart, Charles
Watson, Major & Mrs.
J. C.
Wid, Mr. and Mrs.
Wilson, J. A.
Wilton, Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bentley, James
Benson, Capt. and Mrs.
Bewley, R.A.M.C., Capt.
Blood, G.
Bonnar, J. W. C.
Brabazon, Ralph A.
Brayne, H. F. R.
Brown, R. E., Col. L. F.
Bryant, G. H.
Cartwright, Miss
Chapman, Mr. and Mrs.
Mrs. A.
Connell, Mr. and Mrs.
J. L. O.
Coppin, A. G.
Dann, Mr. and Mrs. G.
H.
Daves, W.
Drayson, Mr. & Mrs.
Ducker, R. N.
Ducker, Miss
Ducker, Miss M.
Dunsford, Mrs. & child
Edmondston, E. B.
Ezekiel, J. S.
Ferrier, A. P. D., Lieut.
Col. and Mrs.
Forbes, Andrew
Gimble, Geo.
Hamilton, Major
Hewitt, A. P. D., Capt.
Houten, J. von
Hughes, R.A.M.C., Lt.
Col.
James, R. A., Major and wife, Hon. and Mrs.
Mrs. A.
Jeffries, H. N.
Johnson, C.R.A., Lieut.
Col. R. F.
Law, D. R.
Libaud, Mrs.
Libaud, E. V.
Lyne, R.N., Lt.-Comdr.
Marchedelli, Mrs. & Miss
Marchedelli, Mrs. & Miss
Martin, R.
May, A. J.
McDermott, A. P.
Miller, Mr. and Mrs.
Mitchell, Robert
Osborne, R.A. Major
Perfect, G. Grosvenor
Pitt, R.N., Mr. John
Rance, Alexander
Rancey, R.N., Hon.
R. Murray
Saver, Mrs.
Scott, Captain Percy.
R.N., Col.
Scott, Mrs. Percy and child
Sherbrooke, R.N., Lt.
H. G.
Sherbrooke, Mrs. H. G.
Sinclair, A.
Spalckhaver, W. C. C.
Stokes, A. G.
Terrell, Mr. and Mrs.
H. D.
Thomson, J. S.
Wheeler, W. H.
Wheeler, Colonel
Wise, Hon. and Mrs.
A. G. and child
Wright, Dr. and Mrs.
Bateson

CRAIGIEBURN.

Brown, Mr. and Mrs. Prynn, Capt. and Mrs.
H. Matheson
Georg, Mr. and Mrs. C.
Grant, G. C. L.
Helms, W.
Ough, Mr. and Mrs. A.
M. J.
Peyar, Miss A. H.
Peyar, Miss F. C.
Prynn, Capt. and Mrs.
Simpson, Capt. and Mrs.
Surplice, Mr. and Mrs.
F. R. C.
Whitely, R.A.M.C., Major
M. J.
Whitely, Mr. M. J.
Whitely, Mr. & Mrs. A.

VISITORS AT THE QUEEN'S HOTEL.

Bartling, W.
Botsch, B.
Edmunds, Mr. & Mrs.
E. and child
Fair, A.
Huber, F.
Jacob, Mrs. and child
Lewin, Lieut. Col. and Mrs.
Lewin, Lieut. Col. and Mrs.
Moore, Mr. & Mrs.
Nobbs, A. P.
Patrick, A. N.
Reddock, Mr. G.
Roberts, A. G.
Robnett, Mrs. John D.
Simon, R.N., Lt. and Mrs.
Mrs. Spicer
Stansbury, R.N., Lieut.
Wise, Mr. & Mrs. W.
Wise, Mr. and Mrs.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 11th.)

Stocks.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$595 sellers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 8	\$26 buyers
Founders.	£ 1	\$10
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$375 sales
China Traders' Insurance Company, Limited	\$ 25	\$55 sellers
North China Insurance Company, Limited	£ 25	Taels 190 buyers
Yangtze Insurance Association, Limited	\$ 60	\$131/
Canton Insurance Office, Limited	\$ 50	\$162 buyers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$357 sellers
China Fire Insurance Company, Limited	\$ 20	\$83 buyers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$38 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$138 buyers
China and Manila Steamship Company, Limited	\$ 50	\$45 sellers
Douglas Steamship Company, Limited	\$ 50	\$41 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7-10	\$7.10 sellers
"Star" Ferry Company, Limited	\$ 24	\$24 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£2 sellers
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 175
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$138
Luzon Sugar Refining Company, Limited	\$ 100	\$33 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited	\$ 10	\$4 buyers
Punjom Mining Preference Shares	\$ 1	\$14 sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$515
Queen Mines, Limited	Cents 25	4 cents
Jebebu Mining and Trading Company, Limited	\$ 5	\$13 sellers
Raub Allian Gold Mining Company, Limited	£ 18s. 10d.	\$9
Olivers Freehold Mines, Limited	£ 1	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Taels 9.60
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$262 sales
S. C. Farnham Boyd & Co. Ltd.	Taels 100	Taels 262
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$94 sellers
New Amoy Dock Company, Limited	\$ 64	\$30 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Taels 100	Taels 272
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$94 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$178 sellers
Kowloon Land and Building Company, Ltd.	\$ 30	\$30 sales
West Point Building Company, Limited	\$ 30	\$138
Hongkong Hotel Company, Limited	\$ 50	\$50 sellers
Oriente Hotel Company, Limited (Manila)	\$ 100	\$270
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$100
Humphreys Estate and Finance Company, Limited	\$ 100	\$100
Shanghai Land Investment Company, Limited	Taels 50	Taels 109
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Lou-chung-ming Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500
Philippine Tobacco Trust Co., Limited	\$ 50	\$45
Shanghai-Sumatra Tobacco Company	\$ 20	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
Miscellaneous.		
Green Island Cement Company, Limited	\$ 15	\$22 sellers
China-Borneo Company, Limited	\$ 10	\$28 sellers
A. S. Watson & Co., Limited	\$ 10	\$10
Watkins, Limited	\$ 10	\$13 sales
Hongkong Electric Company, Limited	\$ 5	\$64
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$150 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$41
Hongkong Ice Company, Limited	\$ 25	\$217 buyers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$330 buyers
Dairy Farm Company, Limited	\$ 6	\$12 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$51 buyers
Campbell, Moore & Co., Limited	£ 10	\$10
Bell's Asbestos Eastern Agency, Limited	£ 12s. 6d.	\$10 sellers
United Asbestos Oriental Agency, Limited	\$ 10	\$175
Do.	\$ 5	\$10
Tebrau Planting Company, Limited	\$ 20	\$20 sellers
Universal Trading Co., Limited	\$ 7	\$8
Hongkong Steam Waterboat Co., Limited	\$ 20	\$20
China Light and Power Co., Limited	\$ 50	\$50
P. & O. S. N. Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 10	\$10
William Powell, Limited	Taels 100	Taels 330
Shanghai-Langkat Tobacco Company, Limited	Taels 100	Taels 330

Telegraphic Address—"Kialto."

Telephone No. 148.

P. O. Box No. 17.

BENJAMIN, KELLY & POTTS

Share Brokers.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS.	DUE
Kamakura Maru	Singapore	Nippon Yusen Kaisha	To-morrow
Butterfield & Swire	Java	Butterfield & Swire	March 13th
P. & O. S. N. Co.	Singapore	P. & O. S. N. Co.	March 15th
Pacific Mail S. S. Co.	Japan	Pacific Mail S. S. Co.	March 15th
Jardine, Matheson & Co.	Singapore	Jardine, Matheson & Co.	March 15th
P. & O. S. N. Co.	Singapore	P. & O. S. N. Co.	March 17th
C. P. R. Co.	Japan	C. P. R. Co.	March 18th
Butterfield & Swire	Singapore	Butterfield & Swire	March 22nd
Chingtu	Singapore	Chingtu	March 23rd
Nippon Maru	San Francisco	P. & O. S. N. Co.	March 23rd
Peru	San Francisco	Pacific Mail S. S. Co.	April 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

10TH MARCH, 1902, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	FORCE.	WEATHER.
Wladivostok	2 p.m.	29.90	37	—	N	4	c
Kochi	"	"	"	"	"	"	"
Nagasaki	"	"	"	"	"	"	"
Kagoshima	"	"	"	"	"	"	"
Taihouku	1 p.m.	30.18	"	"	E	6	"
Taichu	"	30.04	"	"	W	2	"
Tainan	"	30.04	"	"	W	6	"
Koshun	"	30.06	"	"	NE	8	"
Pescadores	"	30.09	"	"	NE	10	"
Sharp Peak	3 p.m.	30.30	57	52	SE	2	cv
Amoy	2.30 p.m.	30.20	59	65	NNE	4	c
Swatow	3 p.m.	30.09	69	70	NE	3	ob
Canton	"	30.04	68	95	E	1	o
Hongkong	4 p.m.	30.08	68	64	E	6	c
Victoria Peak	"	30.06	"	"	ENE	4	"
Cap Rock	"	30.08	71	"	SSE	3	c
Haiphong	1 p.m.	"	"	"	"	"	"
Manila	4 p.m.	29.88	84	77	WSW	1	b
Malate	3 p.m.	"	"	"	E	1	b
Bacolod	"	29.88	79	"	NE	4	b
Iloilo	"	29.83	83	"	NE	1	b
Cebu	"	"	"	"	N	3	c
Cape S. James	"	"	"	"	"	"	"

11TH MARCH, 1902, A.M.

Wladivostok	7 a.m.	30.09	19	86	—	0	c
Tokio	6 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	30.15	—	—	E	6	—
Taichu	"	30.09	—	—	—	0	—
Tainan	"	30.09	—	—	—	0	—
Koshun	"	30.06	—	—	NE	8	—
Pescadores	"	30.10	—	—	NE	8	—
Gutzlaff	9 a.m.	30.33	52	86	SSE	4	—
Sharp Peak	"	30.23	56	72	W	—	—
Amoy	6.30 a.m.	30.20	62	94	W	1	—
Swatow	9 a.m.	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	30.16	67	56	ENE	4	—
Victoria Peak	"	—	—	—	E	5	—
Cap Rock	"	30.14	—	—	E	4	—
Macao	"	30.15	67	—	E	2	—
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	30.00	84	64	ENE	2	—
Malate	9 a.m.	—	—	—	E	2	—
Bacolo	"	—	—	—	—	2	—
Hiloilo	"	29.94	79	—	NE	3	—
Cebu	"	29.96	79	—	NE	1	—
Cape S. James	7 a.m.	—	—	—	NE	2	—

Post Office.

A Mail will close—

For Canton—Per *Honam*, to-morrow, the 12th instant, at 7.30 A.M.
 For Bangkok—Per *Phranang*, to-morrow, the 12th instant, at 9 A.M.
 For Swatow and Bangkok—Per *Pitchaburi*, to-morrow, the 12th instant, at 9 A.M.
 For Shanghai, Moji, Nagasaki, Kobe and Yokohama—Per *Chia*, to-morrow, the 12th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, to-morrow, the 12th instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 12th instant, at 1.15 P.M.
 For Singapore—Per *Canilla*, to-morrow, the 12th instant, at 2 P.M.
 For Singapore—Per *Ontang*, to-morrow, the 12th instant, at 2 P.M.
 For Cheloo and Newchwang—Per *Hermann*, to-morrow, the 12th instant, at 3 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle—Per *Riojun Maru*, to-morrow, the 12th instant, at 3 P.M.
 For Swatow, Amoy and Kelung—Per *Thales*, to-morrow, the 12th instant, at 5 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 12th instant, at 5 P.M.
 For Amoy, Taiwan and Tamsui—Per *Formosa*, to-morrow, the 12th instant, at 5 P.M.
 For Canton—Per *Hankow*, on Thursday, the 13th instant, at 7.30 A.M.
 For Manila—Per *Rosetta Maru*, on Thursday, the 13th instant, at 11 A.M.
 For Manila—Per *Rubi*, on Thursday, the 13th instant, at 11 A.M.
 For Swatow and Tientsin—Per *Chunyang*, on Thursday, the 13th instant, at 11 A.M.
 For Swatow and Shanghai—Per *Taisang*, on Thursday, the 13th instant, at 11 A.M.
 For Singapore, Penang and Bombay—Per *Bisago*, on Thursday, the 13th inst., at 11 A.M.
 For Macao—Per *Heungshan*, on Thursday, the 13th instant, at 1.15 P.M.
 For Shanghai—Per *Kalgan*, on Thursday, the 13th instant, at 4 P.M.
 For Canton—Per *Powan*, on Thursday, the 13th instant, at 5 P.M.
 For Singapore, Penang and Calcutta—Per *Catherine Apcar*, on Friday, the 14th instant, at 2 P.M.
 For Shanghai—Per *Landria*, on Friday, the 14th instant, at 3 P.M.
 For Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma—Per *Victoria*, on Saturday, the 15th instant, at 10 A.M.
 For Europe, &c., India, via Taitcorin—Per *Ballaar*, on Saturday, the 15th instant, at 11 A.M.
 For Kobe—Per *Airli*, on Saturday, the 15th instant, at 4 P.M.
 For Singapore—Per *Bombay*, on Monday, the 17th instant, at 11 A.M.
 For Manila—Per *Taiyan*, on Monday, the 17th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, on Tuesday, the 18th instant, at 11 A.M.
 For Europe, &c., India, via Taitcorin—Per *Kiauchow*, on Wednesday, the 19th inst., at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton and Macao Steamboat Co.
Honam, British steamer, 377, H. D. Jones, Hongkong, Canton and Macao Steamboat Co.
Powan, British steamer, 1,875, A. N. Patrick, Hongkong, Canton and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Hol-lon, Chinese, 409 tons, Captain Chi Wo & Co.
Tai-lon, British steamer, 725, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,410, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtong, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

AIRIE, British steamer, 1,492, St. John George, 10th Mar., Sydney 15th Feb., and Manila 7th Mar., General—Gibb, Livingston & Co.
ANPING MARU, Japanese steamer, 1,053, K. Suzuki, 8th Mar., Fochow 5th March, Amoy 6th, and Swatow 7th, General—Mitsui Bussan Kaisha steamship, 820, Ogata 10th Mar., Iloilo 6th Mar., General—Brindao & Co.
ARAB, British steamer, 2,078, Wills, 8th Mar., San Francisco 22nd Jan., Flour—Doddwell & Co.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Order.
BISAONO, Italian steamer, 1,510, P. Brusca, Pietro, 8th Mar., Singapore 1st March, General—Carlowitz & Co.
BRAND, Norwegian steamer, 1,519, John Thronsen, 15th Feb., Singapore 29th Jan., Timber—Doddwell & Co.
BYDONG, Norwegian steamer, 771, Th. Carlsen, 9th Mar., Haiphong and Hoihow 8th Mar., General—Sander, Wieler & Co.
CANDIA, British steamer, 4,195, J. W. Andrews, 9th Mar., London 25th Jan., and Singapore 3rd Mar., General—F. & O. S. N. Co.
CATHERINE APCAR, British steamer, 1,730, S. H. Belson, 7th Mar., Calcutta 19th Feb., Penang and Singapore 1st Mar., General—David Sassoon, Sons & Co.
CHINA, American steamer, 3,187, D. E. Friele, 9th Mar., San Francisco 7th Feb., and Shanghai 7th Mar., Mails and General—P. M. S. S. Co.
CHUNSHAN, British steamer, 1,418, S. J. Payne, 10th Mar., Canton 10th Mar., General—Jardine, Matheson & Co.
DIAMANT, British steamer, 1,255, J. Rattenbury, 7th Mar., Bangkok and Koh-si-chang 1st Mar., General—Shewan, Tomes & Co.
EMPEROR OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb., Vancouver via Fort 27th Jan., and Shanghai 17th, Mails and General—C. F. R. Co.

GLENFALLOCH, British steamer, 1,434, R. S. Balbridge, 8th Mar., Singapore and Mar.

General—Chinese.
HAILAN, French steamer, 377, L. Andersen, 4th Mar., Hoihow 2nd Mar., General and Pigs—A. R. Marty.
HAINUN, British steamer, 636, W. Passmore, 7th Mar., Manila 4th Mar., Ballast—Douglas, Lapraik & Co.
HANSA, German steamer, 1,202, Lorenzen, 28th Feb., Saigon 23rd Feb., Rice flour—Sander, Wieler & Co.
HERMANN MENZEL, German steamer, 1,003, H. Schutt, 7th Mar., Saigon 2nd March, Rice and Flour—E. A. Trading Co.
HINSANG, British steamer, 1,537, P. M. B. Lake, 9th Mar., Hongay 5th Mar., Coal—Jardine, Matheson & Co.
HOF SANG, British steamer, 1,359, J. Hay, 9th Mar., Moji 4th Mar., Coals—Jardine, Matheson & Co.
JACOB DIEDERICHSEN, German steamer, 623, G. Schlakier, 8th Mar., Celeber 28th Feb., Wood—Jensen & Co.
KATY, Austrian steamer, 1,300, A. Vidossich, 26th Feb., Moji 20th Feb., Coal—Sander, Wieler & Co.
KOTO MARU, Japanese steamer, 1,150, K. Sakai, 7th Mar., Tamsui 5th Mar., Coal—Order.
KVOTO MARU, Japanese steamer, 2,610, P. Sakurai, 6th Mar., Moji 4th Mar., Coal—Mitsui Bussan Kaisha.
LOOSCH, German steamer, 1,020, C. Fuchs, 4th Mar., Bangkok 25th Feb., Rice and Wood—Butterfield & Swire.
MADELEINE RICKMERS, German steamer, 1,600, C. Henriksen, 8th Mar., Saigon 5th Mar., Rice and General—Arnhold, Karberg & Co.
ON SANG, British steamer, 1,787, J. T. Davies, 3rd Mar., Saigon 26th Jan., General—Jardine, Matheson & Co.
ORO, British steamer, 1,209, W. Smith, 5th Feb., Singapore 26th Jan., General—Doddwell & Co., Ltd.
PIRA NANG, German steamer, 1,021, Mangelsdorff, 6th Mar., Bangkok 24th Feb., Rice—Butterfield & Swire.
PITCHAPURI, German steamer, 1,600, C. Hillmann, 4th Mar., Bangkok 25th Feb., General—Butterfield & Swire.
PITSANULOK, German steamer, 1,267, L. Goerchen, 9th Mar., Bangkok 1st Mar., Rice—Butterfield & Swire.
QUARTZ, German steamer, 1,140, H. Johannsen, 10th Mar., Bangkok 2nd Mar., Rice—Fung Kee & Co.
RIOJUN MARU, Japanese steamer, 2,079, N. Ohno, 2nd Mar., Shanghai 26th Feb., General—Nippon Yusen Kaisha.
RUH, British steamer, 1,611, R. W. Almond, 10th Mar., Manila 7th Mar., General—Shewan, Tomes & Co.
SITHONIA, German steamer, 4,238, R. Rörden, 8th Mar., Yokohama 13th Mar., General—Carlowitz & Co.
STRATHGIVLE, British steamer, 3,284, J. R. Gordon, 22nd Feb., San Francisco 17th Jan., Flour and Lumber—Butterfield & Swire.
TAI FU, German steamer, 1,065, H. Martens, 10th Mar., Saigon 5th Mar., Rice and General—Wing Wo & Co.
TAISHAN, British steamer, 1,120, J. W. Jenkins, 10th Mar., Bangkok 2nd Mar., Rice—Bradley & Co.
TRITOS, German steamer, 1,030, H. Clausen, 11th Feb., Saigon 6th Feb., Rice and Rice-meal—Kong Fat.
VICTORIA, American steamer, 2,112, J. Pantan, 27th Jan., Manila 20th Jan., Timber—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 11th March, 1902.

Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Newchwang.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Brabant, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Lee, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 1,600 h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Singapore.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Amoy.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. Forbes, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Comdr. Bealy Pownall, Hongkong.
Glory, 1st-class flagship, 12,950 tons, 16 guns, 13,500 h.p., Capt. A. W. Carter, Hongkong.
Gothic, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
Orter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Hongkong.
Phaetor, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. S. H. Nicholson, Hongkong.
Pigmy, 1st-class gunboat, 710 tons, 6 guns, 1,200 h.p., Lt. and Comdr. A. H. Oldham, Singapore.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Hongkong.
Plover, 1st-class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Watts Jones, Singapore.
Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris, R.N., Hongkong.
Redpoll, 1st-class gunboat, 805 tons, 6 guns, 1,400 h.p., Lieut.-Comdr. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 370 h.p., in reserve, Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve, Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, en route Japan.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 201 tons, 6 guns, 6,000 h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., in reserve, Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 2 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossius, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambucchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 16 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.
Alcort, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Amair, Russian cruiser, 2,600 tons, Captain Barstch, at Japan.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donzoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharo, Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikov, at Taku.
Gremlitsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalovsky, at Shanghai.
Koryvits, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayevskiy, Russian cruiser, 1,344 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otavan, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 4,000 h.p., Captain Gornanoff, at Shanghai.
Pelagorovsky, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Poltava, Russian battleship, 10,060 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haapt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sisso, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.
Stoutchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Varyag, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchonsky, at Nagasaki.
Vasnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulisa, at Taku.
Zabzaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchik, Russian torpedo boat, 87 tons, 4 guns, 770 h.p., 19 knots.
Kanaka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorotnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sikh, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootichina, Russian torpedo boat, 87 tons, 4 guns, 770 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 120 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Rezonoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,574 tons, 8 guns, Comdr. von Bassewitz, at Hongkong.
 * *Fuerst Bismarck*, German flagship, 6,025 tons, 36 guns, Capt. Friederick, en route Woosung.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollman, at Amoy.
Geier, German cruiser, 1,560 tons, 8 guns, Capt. Basse, at Shanghai.
 * *Goeben*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Helg, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
Hertha, German cruiser, 5,500 tons, 30 guns, Capt. Derrewsky, at Saigon.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shainer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.
 * *König Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Woosung.
Luchs, German gunboat, 860 tons, 10 guns, Comdr. Dahnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Steadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstadt, at Kiachow.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 * *No. 61*, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 * *No. 62*, German torpedo-boat, 320 tons, Capt. Püllen, at Shanghai.
 * *No. 63*, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Keissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Bellay, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, 12 guns, 13,500 h.p., Capt. D. du Fournel, Tonkin.
Bergali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd class cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.
Chasseloup Laubat, 2nd-class cruiser, 3,725 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.
Comete, gunboat, 600 tons, Capt. Loliet, at Canton.
Decade, gunboat, 699 tons, Capt. Leemee, at Hongkong.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 15 guns, 13,500 h.p., Capt. D. du Fournel, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 13 guns 531 h.p., Capt. L. de Saune, at Saigon.
Eura, despatch-transport, Captain Valde, at Saigon.
Friant, 3rd class cruiser, 3,800 tons, Capt. Adam, at Hongkong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kervaire, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.
Pastrel, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Slyx, 3rd class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morret, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommarsu, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courjeolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.
Callao, U.S. gunboat, 1,377 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Goodrich, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. despatch-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nardo, at Manila.
Marilla, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Capt. F. P. Gilmore, at Hongkong.
Monowoc, U.S. gunboat, 1,370 tons, 6 guns, 1,998 h.p., Comdr. G. A. Beakell, at Taku.
Montevideo, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Namsam.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Manila.
Orion, 1st-class U.S. battleship, 10,280 tons, 10 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,